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PATENT APPLICATION

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Akira Kuramori
Serial No.: 10/529,495
Conf. No.: 9156
Filed: 3/29/2005
For: TIRE/WHEEL ASSEMBLY
Art Unit: 3617
Examiner: Stormer, Russell D.

I hereby certify that this paper is being deposited with the United States Postal Service as FIRST-CLASS mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this date.

3/6/2008

Date

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APPELLANTS' REPLY BRIEF

Mail Stop Appeal Brief - Patents
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Dear Sir:

This Reply Brief will address the arguments in the Examiner's Answer which require a response. Appellants do not concede that arguments not addressed here are correct or accepted. Any arguments not addressed are simply not believed to require a further response.

On page 8, lines 14-15 of the Examiner's Answer, the examiner defines the problem in this case as "how to prevent or reduce friction or heat in a rubber article contacted by a metal article." To the contrary, the problem addressed in the present application is reducing wear on the resin layer due to continued driving on a flat tire, and the Peterson reference does not address that problem. Peterson addresses the problem of mounting

systems that use side rails in a snowmobile. Thus, the common sense of one of ordinary skill in the art would not lead him/her to the Peterson reference to address and solve the problem of reducing wear on the resin layer due to continued driving on a flat tire.

Generally, resin layers have a higher lubricity and a smaller hardness than metal articles, and accordingly can suppress wear of a run-flat tire which has the resin layer. Particularly, the resin layer defined in applicant's claims 1 and 9 also has lubricant-containing microcapsules mixed therein, so that it can demonstrate an increased degree of lubricity.

Therefore, when a run-flat tire is in contact with the resin layer, instead of when in contact with a metal article, the run-flat tire can run a longer distance without undergoing breakage. There is simply no logical connection between this problem with run-flat tires and mounting systems for snowmobiles.

For the foregoing reasons, reversal is respectfully requested, with directions to pass this case to allowance.

Respectfully submitted,

GREER, BURNS & CRAIN, LTD.

By 

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March 6, 2008
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